

WHOLE No. 1047:

Geo. Smith & Co.'s Money.

Most of our readers know that George Smith & Co. are bakers in this city. They sue the illegal notes of the Wisconsin Fire and Marine Insurance Company," and have a branch of their establishment at Milwaukee to facilitate their suits. Since the passage of the General Banking Law in this State and a similar one in Wisconsin they are left without excuse for carrying on an unlawful business. Instead however of submitting to the law and giving up their business, they attempted first to supply the place of their Wisconsin money with notes purporting to be the Bank of America, at Washington City. This was a pure sham, there being no such Bank at Wash-

to procure a charter in Georgia, and to locate a Bank, in name merely, in the obscure and out of the way town of Atlanta. For the last few months the notes of the Atlanta Bank, Georgia, have formed the basis of Smith & Co's operations. Yes these notes are as pure as sham is an agent, there being in fact no Bank at Atlanta,—no others there even (or lately was not) to transact business with. The notes are not only in circulation in New York, signed in this city, and put out here in the West wherever they can be exchanged for real values. We believe they are redeemed at Smith & Co's office at one per cent discount. The whole affair is in flagrant violation of law, and, if tolerated, gives Messrs. Smith & Co. the privilege of issuing paper to an unlimited without the slightest pledge of security that the same will be redeemed. It is a gross personal larceny, and that is placed in such a general life as their manœuvres to evade the law, as to be no security at all.

"Your advice therefore to our readers to refuse these notes, as being both fraudulent and unsafe. Most States have made provision whereby those who receive such notes are liable to be punished, and so do with safety to the public. Let us tolerate no paper issues that are not in compliance with law.—*Chicago Covenant.*"

Australia—"Tother Side."

A gentleman named Wilson, just returned from Australia, informs the stockholder *Journal* that the gold mines of Australia are very much overrated, and, as a general rule, the average earnings of all the tierf engaged in digging does not exceed one shilling per day. Hundreds of Californians are scattered all over the continent, and most of them are reduced to a state of penury from which they cannot see any escape. The wages of labor only amount to \$100 per year, and numbers of men who suiled from this State have gone to work on sheep ranches in the far North, and most of them are now looked upon with distrust and contempt all through the colonies, and every system of persecution is adopted to make his stay unprofitable.—Children hoot him in the street, and landlords maltreat him in public houses. In Australia every man is a policeman, and a man who is not successful in his business is liable to be seized and imprisoned. American coin is taken at a discount of 20 per cent, and it is hard to pass at even that, so great an aversion have the English to anything

that bears the figure of the eagle and stars—
"equally as the eagles and stars are associated
all through the country, and when you miss
the beggar, the robber demands your purse."
Mr. Wilson said he did not meet an American in Aus-
tralia who was not anxious to return to his own
country.—*California Paper.*

Singular Nutritiveness of the Digger Indians.
—The *Columbia Gazette* says that there are two
Indian villages in that vicinity at the present
time, and gaunt as half famished wolves during
the winter, now appears to be enjoying all the
benefits of a constant supply of clover, and
in the occasional supply of beef and bread
afforded. The hills in the vicinity are verdant with
rice, tender clover, which is devoured by these
poor savages with as much gusto as an opium
would devour a moist dandy dsh. They gather
the clover in baskets and prepare it for use by
boiling it in water, and then they lay it out
well moistened, between each layer of stones.
It soon becomes ready for use, and each one of
them will eat a supply of clover thus prepared,
that would almost satisfy a horse.

The Panama Railroad.—A correspondent of
the New York Evening Post says the Panama
Railroad is progressing very slowly. By the terms
of the contract the track was to have been laid
across the Rio Chagres during the month of Feb-

rary last, and the car to run on solid rail to Pan-
 ama in Aethest next. The road will not be com-
 pleted in three years, just the beginning of the future
 from the past—not one mile of the road has been
 completed. The writer attributes the delay to the
 ill-treatment of the laborers, and the consequent
 want of labor. There has been an immense deal
 of bumbag and deception about this road. A
 friend who recently crossed the Isthmus on his
 way to California, writes home that he traveled on
 the rail a distance of twenty miles, time between
 four and five hours.—*Buffalo Commercial*.

"Ma, did'n't the Minister say last Sunday
 that the sparks flew upwards?"

"He said something of that sort, my dear; how
 can you say to be thinking of it?"

"Because yesterday after the process on had
 passed, I saw cousin Sally's spark stagger and fall
 downwards."

A Good one.—The Spirit of the Times tells a
 good joke upon a certain limb of the law, who re-

sided upon Nantux creek, and in times of the absence of the pastor of "district meeting," acted as clerk. He had a strange way of manufacturing words when at loss for the right one. Well, when on a certain occasion, when he deemed his services in request, he undertook to give out a hymn, in which the word *dogology* occurred; but as he couldn't get hold of the word, he requested the congregation to "sing four verses and a *sectology*."

☞ Carrying politeness to excess, is said to be raising your hat to bow to a young lady in the street, and thereby allowing a couple of dirty collar and a pair of socks to fall upon the sidewalk.

☞ Fellows, whose credit is gone with wash-crowmen, have adopted the economical plan of having the shirt white-washed. This method is said by those who have tried it. It works exceedingly.

Ditto.—An honest old farmer, rather ignorant of the improved method of abbreviation, went to a certain store, where he did his trading, to make his annual settlement.

On looking over he occasionally found changes like the following: 'To 1 lb. Tea.—To 1 lb. *Ditto*.' Not knowing the meaning of the term *ditto* he concluded the account was not correct, and post-

[illegible]

SATURDAY, JULY 26, 1853.

All advertisements sent to this office for publication, must be accompanied by the cash to insure an insertion.

The charge of \$1.00 per square for 3 insertions, a word or more for each insertion. For longer advertisements, the price will be proportionately increased. For the first square of 100 words, the price will be \$1.00. For the second square, the price will be 75 cents. For the third square, the price will be 50 cents. For the fourth square, the price will be 25 cents. For the fifth square, the price will be 12 1/2 cents. For the sixth square, the price will be 6 1/4 cents. For the seventh square, the price will be 3 1/4 cents. For the eighth square, the price will be 1 3/4 cents. For the ninth square, the price will be 7/8 cent. For the tenth square, the price will be 3/4 cent. For the eleventh square, the price will be 3/8 cent. For the twelfth square, the price will be 1/4 cent. For the thirteenth square, the price will be 1/8 cent. For the fourteenth square, the price will be 1/16 cent. For the fifteenth square, the price will be 1/32 cent. For the sixteenth square, the price will be 1/64 cent. For the seventeenth square, the price will be 1/128 cent. For the eighteenth square, the price will be 1/256 cent. For the nineteenth square, the price will be 1/512 cent. For the twentieth square, the price will be 1/1024 cent. For the twenty-first square, the price will be 1/2048 cent. For the twenty-second square, the price will be 1/4096 cent. For the twenty-third square, the price will be 1/8192 cent. For the twenty-fourth square, the price will be 1/16384 cent. For the twenty-fifth square, the price will be 1/32768 cent. For the twenty-sixth square, the price will be 1/65536 cent. For the twenty-seventh square, the price will be 1/131072 cent. For the twenty-eighth square, the price will be 1/262144 cent. For the twenty-ninth square, the price will be 1/524288 cent. For the thirtieth square, the price will be 1/1048576 cent.

Fort Wayne & Mississippi Railroad.

At a meeting of the directors, held at this place yesterday, Allen Hamilton, Esq. resigned his station as President, and Erasmus Gest, Esq. of Cincinnati was elected in his stead. This is a most fortunate selection, and secures the construction of the road beyond all contingency. Mr. Gest is one of the most prominent engineers in the West, having been the projector and chief engineer of the great tunnel at Cincinnati on the short line railroad, chief engineer of the Cincinnati & Fort Wayne Railroad, and of other railroads in Ohio. He is an energetic, thorough-going man, and his high reputation and the unlimited confidence he enjoys among the railroad men and capitalists of the West will secure public confidence to the great work of which he now takes charge.

Mr. Hamilton only accepted the office temporarily, at the organization of the company, until a suitable successor could be appointed, and he now retires with the full assurance that he leaves the road in good hands.

The directors also passed a resolution in favor of consolidating the company with the Illinois Western Airline and the Iowa Fort Wayne & Platte Railroad companies—making one company and one road from Fort Wayne to the Platte River. This we look upon as the great railroad of the day, and the commencement of the road up the Platte River to the South Pass and Pacific. We have little doubt Mr. Gest will be elected President of the consolidated company.

Pl. Wayne, Union, & Cincinnati Railroad.

The prospects of this road are quite promising—Stock enough, within a few thousand dollars, is already subscribed to defray the expense of preparing the road for the iron. The grubbing of the whole line from Fort Wayne to Union is let; and at a meeting of the directors held at Union on Wednesday the 6th inst. the President was authorized to receive bids for the construction of the whole work until the 1st of September next. The Ohio gauge is adopted on this road. A resolution was adopted by the board in favor of contracting with C. Cooper & Co., (who are about commencing the manufacture of cars in this city) to furnish the cars &c., for this road. We are gratified to notice this liberality. Every thing needed for railroads should be procured on the line, if they can be on as favorable terms as elsewhere. If the directors of all the railroads centering here pursue the same commendable course, the car manufacturing here will have to be on a most extensive scale, and must employ a great number of hands, and add much to the wealth, prosperity, and population of our city.

Pl. Wayne and Southern Railroad.—At the meeting of the Directors held at Muncie last week, it was resolved to adopt the new line for the southern extension of this road from Fort Wayne to the Ohio River at Jeffersonville. The route runs through Newcastle, Rushville, Greensburg, Vernon, Paris, Lexington, and Charleston, the citizens of all of which are warmly interested in favor of the line, and are subscribing liberally to the stock. It is confidently anticipated that one million of stock will be taken by the counties on this extension. Delegations from Rushville, Paris, Lexington, Charleston, and Jeffersonville attended the meeting, and gave assurance that enough stock would be taken along the line to prepare the road for the iron.

Two corps of engineers were ordered to be placed on the line to make the necessary surveys, and prepare the road for an immediate letting.

We now look upon this road as the best north and south one in the state. It runs in an almost straight line from Ft. Wayne to Jeffersonville, touching the county seat of each of the ten counties through which it passes, and forming the best and most direct communication between the south and south west and the Lakes that can be found. At Louisville it connects with the great chain of southern railroads extending to Nashville, Charleston S. C., Mobile, Natchez, &c.; and at Fort Wayne it will connect with roads to all parts of the east, north, and west. It is destined to become the great channel of travel from the south to the lake region, and must prove profitable stock.

Ohio & Indiana Railroad.—We are gratified to learn that the work on this road is progressing very favorably, and that notwithstanding the great delay caused by the wet weather in the spring, there is every reason to hope the whole will be completed and the cars running to Fort Wayne by the 1st January next. More than two thirds of the iron has arrived in Montreal, and is on its way to Lake Erie. The road will be completed to Elyria by the last of this month, when the track-layers now employed there will be transferred to the crossing of the Mad River Railroad. Track-laying will be commenced here on the 1st of next month, and at Delphos by the 1st of September. The grading is so far progressed that no obstruction is anticipated to the laying of the rails, and nothing but a very unexpected scarcity of hands can prevent the completion of the work by the close of the present year.

Hon. W. J. Brown, editor of the State Sentinel, has been appointed Special Agent of the Post-Office Department for Indiana and Illinois. This is an excellent appointment. Mr. Brown was formerly Second Auditor in the Post-Office Department, and was considered a valuable and efficient officer; he has done good service in the democratic ranks; will faithfully discharge the duties of his new station; and whether we consider his capacity or his claims on the party in power, we must look upon this appointment as one "fit to be made."

We have neglected to notice that another editor has also received an appointment from the same department—Wm. Norton, editor of the Huntington Observer, is appointed postmaster at that place. This is right. None better qualified to discharge the duties of any public office than the man who has been successful in the business of the press; and the head of the P. O. Department is a man not to be deceived by appointments.

St. Augustin's Female Academy, under the direction of the Sisters of Providence, will hold their annual exhibition on Thursday the 21st instant, commencing at 1 o'clock P. M. The address on the occasion will be delivered by W. B. WALTER, Esq., on the subject of Education. The public are invited to attend.

Markets.—The farmers have been so busy harvesting that but little produce has been brought to market. Wheat sells for 80 & 85; Corn, 45 & 50; Oats, 40.

The wheat is nearly all out, and proves a most excellent crop. Oats and Corn also look promising.

Horse Thief Arrested.—On Saturday last a man giving his name Daniel Martin sold a span of horses in our streets. Soon after the sale a telegraphic dispatch was received describing the horses as having been stolen from Tiffin, Ohio. Martin was pursued and arrested, and on Monday the horses were delivered to the owner, and the thief sent to Tiffin for trial.

Great Chance for Laborers.—There is a great demand for laborers in this region at present, to work on the numerous railroads now in course of construction. Any number, however large, would find employment and the very highest wages, as the great competition among contractors must have a tendency to run up wages. Papers in the eastern cities would confer a benefit on emigrants by directing their course this way, as it is certain there is a better chance for them here than in any other part of the United States.

The country is healthy, wages high, and land is to be bought cheap. Any laborer, with reasonable economy, might with one year's labor, secure to himself and family a good homestead.

By an advertisement in another column it was seen that Messrs. Edsall's wish to employ 1,000 men. They have taken a contract of 46 miles on the Wabash Valley Railroad, extending from the Ohio and Indiana State line to the Forks of the Wabash, in Huntington Co. The whole of this work must be completed by May next, rendering a large force of hands necessary. They also offer to give sub-contracts on favorable terms, if application be made immediately.

"The Fourth" at Kendallville.—We have received a long and laborious account of the great doings held at Kendallville, Noble Co., on the Fourth; but as the writer neglected to substantiate it by giving us his name, we must decline publishing it.

From the account, they seem to have had quite a good time. The day was ushered in by a general discharge of anvils, guns, fire crackers, and other ordnance. The marshal of the day, A. F. Earl, Esq., mounted on a beautiful charger, splendidly caparisoned, formed the vast concourse into order of procession and marched them to a grove, where an oration was delivered by Mr. Alvord, of Albion; after which the company partook of "one of the best dinners ever got up in this neck of woods," prepared by Mr. Kime of the Kendallville Hotel, washed down with lemonade and spruce beer—nothing stronger being used on the occasion.

Railroad Accidents.—An article in the N. Y. Daily Times gives a table showing the proportion of persons killed or injured on the English Railroads, as compared with those of New York. In England one passenger is killed out of every 2,785,491; while in New York one is killed of every 285,179. Ten times as many therefore are killed, in proportion to the number travelling in New York as in England. This vast disparity shows there must be something radically wrong in our railroad system, and is any thing but creditable to us in a national point of view. It is the time the system was abandoned, and more attention paid to the safety of life and limb of the thousands who now travel upon railroads in the United States.

FATHER GAVAZZI'S LECTURES IN NEW YORK; also the Life of Father Gavazzi. De Witt & Davenport, Publishers, 160 Nassau street, New York. Price 50 cents.

Father Gavazzi's Lectures have created a great excitement wherever he has delivered them. In Montreal they lead to a riot attended by a fearful loss of life, and Gavazzi is looked upon by many as a martyr in the cause of religious freedom. The Lectures will be eagerly read by thousands—though we must confess we have no taste for such matter. Those who wish to read it, will find this edition very neatly got up; the paper and type is excellent; and the price very low. It contains 300 pages—price only 50 cents; an elegant bound edition for 75 cents.

Hon. John Brown has been elected President of the Indianapolis & Bellefontaine Railroad.

The Musical Convention, which Mr. Cotton, the Winchester Band, is getting up, has not met with general favor throughout the State. Very few papers have appeared in it—we may say none except the P. W. Sentinel. This paper takes occasion to cast a slur upon Indianapolis. Whether it is prompted by malice or envy we know not, but all unprejudiced persons will acknowledge that there is no fairer in the Sentinel's remarks. "Indianapolis projects," the above paper to the contrary notwithstanding, generally are well and successfully managed and give satisfaction. It was not the fault of Indianapolis that those who attended the Musical Convention last February were dissatisfied. This is the proper place for these meetings; it is easier to reach here than anywhere else, and the accommodations are better than any other place can offer. No Hall in the State except Masonic Hall would have accommodated the vast crowd that attended the grand Concert of the United Bands on the 24th of February last.—State Journal.

If the last Musical Convention be a fair sample, we cannot deny that "Indianapolis projects" are well and successfully managed and give satisfaction—especially to the managers. Whether the satisfaction extends to others—to those, for instance, who have to bear all the expense, and see the managers pocket the proceeds—may admit of some doubt. We should think it does not. If such things were done here we are confident it would not give satisfaction; but perhaps our brother of the State Journal has become so accustomed to seeing such things at Indianapolis that they do not strike him in the same light they do us. That city, on the strength of being the Capital of the state, is getting to be something of a place, and its citizens probably think that a feeling of state pride should induce the "genius barbarians" willingly to submit to any reasonable exaction that may be necessary to build up their capital, or sustain its inhabitants in the "splendor and luxury." It may be after all that Indianapolis is the proper place for these meetings.

School Celebration. By invitation, several of the friends of Education convened and called Rev. S. Breton to preside, and H. P. Ayres to act as Secretary. After a review of the present state of Education in our county, by the members of the meeting, it was resolved that some effort should be made to awaken an interest on the subject of our common schools.

Common Schools. Prof. Robinson, H. McCormick, A. M. Hubbard, and J. Mathurin, were appointed a committee to report a form of exercises to take place on Saturday, July 30th. The committee were authorized to invite the various schools of the city and county to participate in the exercises of the day.

A meeting will be held at Chas. L. Hill's Book Store to hear the report of the committee and make further arrangements respecting the matter. S. BRETON, Chm.

H. P. AYRES, Sec'y.

Railroad Meeting at Mount Etna. A large and respectable meeting of the citizens of Mount Etna and vicinity was held at Mount Etna, on Thursday the 14th inst., for the purpose of organizing into a body to procure stock for the construction of the Crawfordville, Kokomo & Fort Wayne Railroad.

Samuel Jennings was elected Chairman, and John Cowling Secretary. A number of gentlemen present addressed the meeting, expressing themselves very favorable to the construction of said road, and pledging themselves to do all in their power and make all the effort necessary towards procuring stock for the same, after which the following resolutions were unanimously adopted:

Resolved, That the valley of the Salamon is one of the most fertile in Northern Indiana; and whereas, the Crawfordville, Kokomo & Fort Wayne Railroad Company has offered to give this portion of the county of Huntington the route for said road, on condition that we should grade said road and lay down the ties thereon;

Resolved, That we feel grateful to said company for the liberal terms on which they have offered us said road.

Resolved, That we will use all the means in our power to secure said road through our part of the county, both in stock and right of way.

Resolved, That we consider Mount Etna favorably situated for a point on said road, it being situated on the Salamon river, at one of the most favorable places to cross said river that can be found within 25 miles of the mouth thereof, and where the route will not encounter any bluffs either in coming to said river or in passing therefrom.

Resolved, That the route through Mount Etna presents many claims to said road over any other route in contemplation, it being much nearer and of as easy grade as any other, and so situated as to command all the extensive trade of the Salamon valley, and the route through the same cannot be the case if the road passes as far south as Warren, leaving more than half of said valley never to be reached by said road than it will be to the Kokomo & Ft. Wayne Railroad route.

After the adoption of the foregoing resolutions, the following motions were offered and carried. The motion, a committee of five was appointed to canvass the county, on the route, to procure stock.

On motion, the Secretary was instructed to send a copy of the proceedings of this meeting to the Fort Wayne, Huntington, Kokomo, and Frankfort papers for publication.

After the passage of several other resolutions of minor importance, the meeting was adjourned to meet again on Saturday, July 30th, at 2 o'clock P. M.

JOHN COWLING, Sec'y.

Railroad Meeting at Warren. Pursuant to adjournment the citizens of Warren and vicinity met, on the 9th of July, 1853, to take into consideration matters relative to the contemplated Railroad from Kokomo to Fort Wayne. B. W. Mitchell was called to the chair, and C. C. Morris appointed Secretary.

A committee which had been appointed to travel each way, from Warren, reported, that the citizens generally were very anxious for the road, and will subscribe liberally.

On motion, J. D. Pule, M. R. Chanwick, L. Morrison, and S. Jones, were appointed a committee to draft resolutions, and report to this meeting. After retiring for a short time they reported the following, which were unanimously adopted:

Resolved, That we deem the proposed connection of the Evansville, Crawfordville, Kokomo, Fort Wayne and Sandusky Railroad an enterprise of great importance.

Resolved, That Warren being situated in sec. 29, town 26, range 10 east, is consequently nearly a central point between the Wabash Valley and the Muncietown & Fort Wayne Railroads.

Resolved, That we believe it to the interest of the company to make Warren a point on the route, from the following considerations:

1st. Its central position between the two roads; 2d, the right of way will be much more easily secured; 3d, the surface of the country being much more level than any other route, consequently the bed of the road could be constructed much cheaper; and 4th, it is also probable that a greater amount of stock can be secured, from the fact that other sections of country are engaged in railroads already.

Resolved, That a committee of three be appointed from this place to meet with the board, at Frankfort, on their next meeting.

Resolved, That books be immediately opened for securing signatures for stock in this vicinity.

J. D. Pule, P. V. L. Becker, and R. B. Brown, were appointed a committee to meet the board at Frankfort; and the Secretary was ordered to forward a copy of the proceedings of this meeting to the editors of the Howard Tribune, Indiana Herald, and the Fort Wayne Sentinel and Times, for publication.

Books were then opened and stock to the amount of \$15,000 was subscribed.

The meeting then adjourned.

B. W. MITCHELL, Pres.

C. C. MORRIS, Sec'y.

Railroad from Fremont to Fort Wayne. By the following, from the Fremont Journal, it will be seen that the line of this road is to be surveyed immediately. It is intended to connect at Fort Wayne with the Kokomo, Crawfordville, & Evansville Road.

It is well known that the consolidation of the Toledo, Norwalk & Cleveland with the Junction Railroad, stipulated as part of the terms of consolidation to build a railroad from Fremont to Fort Wayne and complete it in two years. We have often in the last few days heard the inquiry, "When will they commence the road?" We are now ready to answer that question, or to be more precise, we learn from Mr. Brooks, the Chief Engineer on the Fremont & Indiana Railroad, that he is now organizing a corps of Engineers to make preliminary survey of the railroad from Fremont to Fort Wayne, and that he expects to be in readiness to commence operations on the line last week. We also learn that this survey is to be made under the direction of Mr. Brooks, and that he requested Mr. Brooks to have the survey made without delay, and that the proposed line will be surveyed by the 1st of October.

Defeat of the Russians in Caucasus.—It appears that the war in the Caucasus has of late shown extraordinary vigor. If we are to believe our correspondents, in spite of the tone of the bulletins of St. Petersburg, which as usual, speak of victory, the Russians have been completely routed by the Turks. The Russian army, commanded by Gen. Baron Wremky, 40,000 strong, and having 36 pieces of artillery, has met with a severe check near Argyle. A great number of men remained on the field of battle, and 13 pieces of cannon fell into the hands of the Turks, who never gained a more complete victory.

The colored population of West county, by immigration from the E. S. Mass. and by residing and working in the coal mines, are likely to be a great source of trouble to the white population of that county.

Colored Population in Canada.—A petition has been presented to the Canadian Legislature from the municipal council of the county of Kent, requesting that the colored population of that county, by immigration from the E. S. Mass. and by residing and working in the coal mines, are likely to be a great source of trouble to the white population of that county.

Among the passengers to sail to Europe in the Baltic to-day was Charles Butler, Esq., President of the Trustees of the Wabash and Erie Canal of Indiana. That great work, the largest of its kind, is now completed, and a part of Mr. Butler's business in visiting Europe is to confer upon the subject of his trust with the foreign bond holders of the state of Indiana, who are largely interested in the canal, which is pledged as security for the payment of the state debts.

Later from China. The Pathfinder had arrived, with dates from Hongkong to the 27th April.

The capture of Nankin and subsequent defeat of the rebels is fully confirmed. The Hongkong Herald, gives details of various cruelties practised by the insurgents. They were making indiscriminate slaughters of the Priests, as well as of the Manchous at Nankin. They entered 700 Manchou women into one building, and set fire to it, reducing the whole to ashes.

They also pressed every Chinese from 15 to 45 years of age into the army, killing the children as useless, and making cooks and scullions of the women.

At Nankin the leader of the rebels was crowned Emperor. Fears were entertained at Canton that the rabble would rise on learning the success of the rebels.

The expedition of Rice had been prohibited from some districts.

A letter from Hongkong April 24th, states that Com. Perry was about to proceed to Japan with the Mississippi and Saratoga. This caused some uneasiness among the foreigners as it would leave them completely unprotected.

Extract from Mrs. N. P. Perkins & Co's Circular.—Nankin and Chinkiang-foo have been taken, and the rebels are daily looked for here. A howitzer and 150 men have been landed as a piquet, and the vessel was disposed so as to command the Soochow Creek and Yangkingsang; but we do not see what they can do, if some 400 to 500 rebels on fire are sent up with the tide.

There appears to be a bad feeling on the part of the rebels to foreigners; the fruitless attempt of the Szechuan to get up to the Yang tze-kiang, of the Szechuan towards Nankin, and not calculated or expected to induce the belief that foreigners are neutral!

Gigantic Scheme.—There is an enterprise on foot which, for the magnitude of its results in the revolution that it will effect in the steam communication between this country and England, may perhaps be considered the most stupendous project that is now in progress in the world. To be sure it is nothing new,—that is to say,—the idea has been frequently discussed here and elsewhere,—but practical action is bringing the matter to a speedy focus.

We allude to the connection between New York and Liverpool,—by railroad to the extreme Northern point of Nova Scotia,—thence by steam to Galway, being only 2000 miles of ocean navigation, and thence by railroad to Dublin, and across the channel to Liverpool. Two of the heaviest London houses have already contracted for the building of steamers to form the main part of this connection—the road across Ireland will probably be finished within the year, and some of the Wall street speculators have taken hold of the matter in earnest at this end of the route and are pushing the work vigorously forward to completion. We expect to have all the facts in a few days, when we will lay them before our readers.—New York Mirror.

Newspaper Improvements.—The Fort Wayne Sentinel comes to us this week in a new and beautiful dress. This is quite an improvement on the part of Bro. Tignor, and one which shows his determination to keep pace with the rapid march of the day. We hope the citizens of that growing city and fast improving county will see the importance of supporting their own paper, and meet the improvement in the Sentinel with an increased subscription.—Auburn Messenger.

Kissane Convicted.—We learn by a gentleman who came from Cincinnati yesterday, that the jury in the forgery case had brought in a verdict of guilty against Kissane and Findley. A motion for a new trial had been made, and was pending. We also learn that the outrageous conduct of Judge Flinn toward Mr. Pruden, the Prosecuting Attorney, and his entire course in the case has aroused a feeling in that city that would lead to important results, and that Flinn had become alarmed at the extent of the feeling against him. Findley escaped on Saturday night, but has been retaken, and is in custody. We have not room for much of the particulars to-day.

Important Decision.—It is said the Court of Appeals have decided the Free School Law unconstitutional, and have so intimated to Judiciary Committee of the Assembly, and that the decision is unanimous. They do it from the invalidity of the submission clause, maintaining that the Legislature cannot delegate the law making power.

N. Y. Register.

This is one of the points raised against the constitutionality of the Liquor Law in this State.

The health of the French Emperor excites the greatest anxiety. Violent attacks on his legs and feet are one of his dangerous symptoms; but he still continues to appear in public.

LIST OF PREMIUMS. To be awarded at the First Annual Fair of the Allen County Agricultural Society, to be held at Fort Wayne, on the 5th & 6th of October, 1853.

FARMS. Best cultivated Farm of not less than 50 acres, Diploma & \$5 00

Best stallion, Diploma & \$5 00

Best gelding, Diploma & 3 00

Best brood mare, Diploma & 3 00

Best mare and colt, Diploma & 2 00

Best three year old colt, Diploma & 2 00

Best two horse wagon, diploma & \$5 00

Best two horse plow, diploma & 2 00

Best double shovel-plow, diploma & 2 00

Best thrasher & separator, diploma & 2 00

Best two horse power, diploma & 2 00

Best hay rake, diploma & 2 00

Best straw-cutting, diploma & 2 00

Best Ox-yoke, diploma & 2 00

Best Churn, diploma & 2 00

Best Cheese press, diploma & 2 00

Best Cider mill, diploma & 2 00

Best Washing machine, diploma & 2 00

Best Bee-hive, diploma & 2 00

Best pair of oxen, diploma & 2 00

Best pair of horses, diploma & 2 00

Best pair of cows, diploma & 2 00

Best pair of sheep, diploma & 2 00

Best pair of pigs, diploma & 2 00

Best pair of chickens, diploma & 2 00

Best pair of ducks, diploma & 2 00

Best pair of geese, diploma & 2 00

Best pair of turkeys, diploma & 2 00

Best pair of rabbits, diploma & 2 00

Best pair of guinea pigs, diploma & 2 00

Best pair of ferrets, diploma & 2 00

Best pair of cats, diploma & 2 00

Best pair of dogs, diploma & 2 00

Best pair of monkeys, diploma & 2 00

Best pair of apes, diploma & 2 00

Best pair of bears, diploma & 2 00

Best pair of lions, diploma & 2 00

Best pair of tigers, diploma & 2 00

Best pair of elephants, diploma & 2 00

Best pair of rhinoceroses, diploma & 2 00

Best pair of hippopotamuses, diploma & 2 00

Best pair of crocodiles, diploma & 2 00

Best pair of alligators, diploma & 2 00

Best pair of snakes, diploma & 2 00

Best pair of lizards, diploma & 2 00

Best pair of tortoises, diploma & 2 00

1. **FORN** for sale at
 2. **VIETNAM MONITOR** for sale at
 3. **MAGAZINE** for sale at

WHOLE No. 1047.

four readers know that George Smith
bakers in this city. They saw the
top of the 8 Wisconsin Fire and Ma-

Company," and have a branch of the same at Milwaukee to facilitate their interest in the passage of the General Banking bill in this State and a similar one in Wisconsin. I am, without excuse for carrying on an unbusinesslike and unbecomingly unscrupulous law and giving security for their issues, compelled first to supply the place of their money with notes purporting to be the property of a Wisconsin bank (State Bank of

merica, at Washington City. This was
am, there being no such Bank at Wash-
and the imposture was so transparent
experiment failed. The next move was
a charter in Georgia, and to locate a

...the money, in the obscure and out-of-town of Atlanta. For the last few weeks of the "Atlanta Bank, Georgia," the basis of Smith & Co's operations is the basis of the money: we are pure and simple in the other words in fact no Bank at Atlanta — no account

simply is, that the notes are printed in
signed in this city, and put out here
st wherever they can be exchanged for
st. We believe they are redeemed at

to's office at one per cent discount. The
is in flagrant violation of law, and
gives Messrs. Smith & Co. the privi-
ing paper to an unlimited without the
ledge or security that their notes will be

exercising their personal integrity.—is placed in such questionable shape and manoeuvres to evade the law, as to be no all.

have made provision whereby those who engage in the Banking business can do so safely to the public. Let us tolerate no issues that are not in compliance with the *Carra Covenant*.

Australia—"Tother Side."
A man named Wilson, just returned from
informs the stockton *Journal* that the
of Australia are very much overrated.

general rule, the average earnings of all engaged in digging does not exceed one dollar a day. Hundreds of Californians are about the country, and most of them are in a state of penury from which they can-

escape. The wages of labor only, a-
100 per year, and numbers of men who
in this State have gone to work on sheep
for their board and clothes. The Ameri-
can upon with distrust and contempt all
other nations and nations.

to make his stay unprofitable.—
oot him in the street, and landlords
in public houses. In Australia eve-
is a police officer in his own house, and
ly he can misuse an American with-

the American coin is taken at a discount, and it is hard to pass it even that. Conversion have the English to anything the figure of the eagle and stars.—sery and increasing crime are associ-

ough the country, and when you miss
the robber demands your purse. Mr.
did not meet an American in Aus-
was not anxious to return to his own
California Paper.

er Nutrimēt of the Digger Indians.
 quish Gazette says that there are two
 ages in that vicinity at the present
 amount as half-finished wolves during
 winter now anxious to be civilized. 31

national supply of beef and bread can be filled in the vicinity are voracious with clover, which is devoured by these with as much gusto as an omnivore.

our a most dainty dish. They gather in baskets and prepare it for use by laying the stones in a layer of clover hay, between each layer of stones.—The stones are ready for use; and each one of

Panama Railroad.—A correspondent of the *New York Evening Post* says the Panama bridge is progressing very slowly. By the time

tract the track was to have been laid from Rio Chagres during the month of February, and the car to run on said rail to Panama next. The road will not be complete in a few years, judging of the future from

not one mile of the road has been com-
pleted. The writer attributes the delay to the
inactivity of the laborers, and the consequent
delay. There has been an immense deal
of talk and deception about this road. A

recently crossed the Isthmus on his return to California, writes home that he traveled the distance of twenty miles, time between the two hours.—*Buffalo Commercial*.

"Is something of that sort, my dear; how do I believe of it?"

"The yesterday after the procession had my cousin Sally's mark stamped and full

one.—The Spirit of the Times tells a
 upon a recumbent limb of the law, who re-
 Nantucket creek, and in times of the

He had a strange way of manufacturing when at loss for the right ore. Well, on certain occasions, when he deemed his ser-
quest, he undertook to give out a hymn,
the word *darobare*, occurred; but he

...rrying politeness to excess, is said to

your hat to bow to a young lady in the
thereby allowing a couple of dirty col-
pair of socks to fall upon the side-

those who have tried it to work excel-

An honest old farmer, rather ignorant, improved method of abbreviation, went to a fair with which he did his trading, to settle his annual settlement.

said he 'this is pretty business there is as clarified me with wounds of ditto—

"I'd like to know what you have done with it too." "Ditto, ditto?" replied the farmer. "I never had a pound of ditto in my life." So back went the farmer in season that he should be charged with

ever received,
"said he, 'my wife says she never
d of ditto in the house in her life.'—
ant thereupon explained the meaning
and the farmer went home satisfied.

"Yes," he'd be, "it means I'm a
and you're ditto."

Fort Wayne Sentinel

SATURDAY, JULY 26, 1853.

Advertisements for publication in this office for public notice, and for the purpose of advertising, will be received at the office of the publisher, and will be published in the order of insertion. The charge for advertising is as follows: For one square, containing 10 lines of type, for the first week, \$1.00; for the second week, 75 cents; for the third week, 50 cents; for the fourth week, 25 cents. For a full column, containing 30 lines of type, for the first week, \$3.00; for the second week, \$2.00; for the third week, \$1.50; for the fourth week, \$1.00. For a full page, containing 60 lines of type, for the first week, \$5.00; for the second week, \$3.50; for the third week, \$2.50; for the fourth week, \$1.50. For a full page, containing 60 lines of type, for the first week, \$5.00; for the second week, \$3.50; for the third week, \$2.50; for the fourth week, \$1.50. For a full page, containing 60 lines of type, for the first week, \$5.00; for the second week, \$3.50; for the third week, \$2.50; for the fourth week, \$1.50.

Fort Wayne & Mississippi Railroad.

At a meeting of the directors, held at this place yesterday, Allen Hamilton, Esq. resigned his station as President, and Ernest G. Est, Esq. of Cincinnati was elected in his stead. This is a most fortunate selection, and secures the construction of the road beyond all contingency. Mr. Est is one of the most prominent engineers in the West, having been the projector and chief engineer of the great tunnel at Cincinnati on the short line railroad, chief engineer of the Cincinnati & Fort Wayne Railroad, and of other railroads in Ohio. He is an energetic, thorough-going man, and his high reputation and the unlimited confidence he enjoys among the railroad men and capitalists of the West will secure public confidence to the great work of which he now takes charge.

Mr. Hamilton only accepted the office temporarily, at the organization of the company, until a suitable successor could be appointed, and he now retires with the full assurance that he leaves the road in good hands.

The directors also passed a resolution in favor of consolidating the company with the Illinois Western Airline and the Iowa Fort Wayne & Platte Railroad companies—making one company and one road from Fort Wayne to the Platte River. This we look upon as the great railway of the day, and the commencement of the road up the Platte River to the South Pass and Pacific. We have little doubt Mr. Est will be elected President of the consolidated company.

Fort Wayne, Union, & Cincinnati Railroad.

The prospects of this road are quite promising. Stock enough, within a few thousand dollars, is already subscribed to defray the expense of preparing the road for the iron. The grubbing of the whole line from Fort Wayne to Union is let; and at a meeting of the directors held at Union on Wednesday the 6th inst. the President was authorized to receive bids for the construction of the whole work until the 1st of September next. The Ohio gauge is adopted on this road.

A resolution was adopted by the board in favor of contracting with C. Cooper & Co. (who are at present commencing the manufacture of cars in this city) to furnish the cars, for this road. We are gratified to notice this liberality. Every thing that promotes the road should be done. It is confidently anticipated that one million of stock will be taken by the country on this extension. Delegations from Nashville, Paris, Lexington, Charleston, and Jeffersonville attended the meeting, and gave assurances that enough stock could be taken along the line to prepare the road for the iron.

Fort Wayne and Southern Railroad.

At the meeting of the Directors held at Monroe last week it was resolved to adopt the new line for the southern extension of this road from Monroe to the Ohio River at Jeffersonville. The route runs through Newsmo, Nashville, Greensburg, Vernal, Paris, Lexington, and Charleston, the citizens of all of these are warmly interested in favor of the road and are subscribing liberally to the stock. It is confidently anticipated that one million of stock will be taken by the country on this extension. Delegations from Nashville, Paris, Lexington, Charleston, and Jeffersonville attended the meeting, and gave assurances that enough stock could be taken along the line to prepare the road for the iron.

Fort Wayne and Southern Railroad.

Two corps of engineers were ordered to be placed on the line to make the necessary surveys, and prepare the road for an immediate letting.

We now look upon this road as the best north and south one in the state. It runs in an almost straight line from Ft. Wayne to Jeffersonville, touching the county seat of each of the ten counties through which it passes, and forming the best and most direct communication between the south and north west and the Lakes that can be found. At Louisville it connects with the great chain of southern railroads extending to Nashville, Charleston S. C., Mobile, Natchez, &c., and at Fort Wayne it will connect with roads to all parts of the east, north, and north west. It is destined to become the great channel of travel from the south to the lake region, and must prove profitable to Indiana.

Ohio & Indiana Railroad.

We are gratified to learn that the work on this road is progressing very favorably, and that notwithstanding the great delay caused by the wet weather in the spring, there is every reason to hope the whole will be completed and the cars running to Fort Wayne by the 1st of January next. More than two thirds of the iron has arrived in Montreal, and is on its way to Lake Erie. The road will be completed to Bayview by the last of this month, when the track-layers now employed there will be transferred to the crossing of the Mad River Railroad. Track-laying will be commenced here on the 1st of next month, and at Delphos by the 1st of September. The grading is so far progressed, that no obstruction is anticipated to the laying of the rails, and nothing but a very unexpected scarcity of hands can prevent the completion of the work by the close of the present year.

Hon. W. J. Brown, editor of the State Sentinel.

Hon. W. J. Brown, editor of the State Sentinel, has been appointed Special Agent of the Post-Office Department for Indiana and Illinois. This is an excellent appointment. Mr. Brown was formerly Second Auditor in the Post-Office Department, and was considered a valuable and efficient officer; he has done good service in the democratic ranks; will faithfully discharge the duties of his new station; and whether we consider his capacity or his claims on the party in power, we must look upon his appointment as one "fit to be made."

We have neglected to notice that another

editor has also received an appointment from the same department. Wm. Norlon, editor of the Huntington Observer, is appointed post-master at that place. This is right. None labor harder for the public good than editors; none are better qualified to discharge the duties of any public office than they; and the head of the P. O. Department shows a just discernment by appointing them to office.

St. Augustine's Female Academy.

under the direction of the Sisters of Providence, will hold their annual exhibition on Thursday the 21st instant, commencing at 1 o'clock P. M. The address on the occasion will be delivered by W. B. WALTER, Esq., on the subject of Education. The public are invited to attend.

Blackberries.

The farmers have been so busy harvesting that but little produce has been brought to market. Wheat sells for 80 c. 85 c. Corn, 15 a 50. Oats 40.

Horse Thief Arrested.

On Saturday last a man giving his name Daniel Martin sold a span of horses in our streets. Soon after the sale a horsemanship dispirited was received describing the horses as having been stolen from Tiffin, Ohio. The man was pursued and arrested, and on Monday the horses were delivered to the owner, and the thief sent to Tiffin for trial.

Great Chance for Laborers.

There is a great demand for laborers in this region at present, to work on the numerous railroads now in course of construction. Any number, however large, would find employment and the very highest wages, as the great competition among contractors must have a tendency to run up wages. Papers in the eastern cities would confer a benefit on emigrants by directing their course this way, as it is certain there is a better chance for them here than in any other part of the United States. The country is healthy, wages high, and land is to be bought cheap. Any laborer, with reasonable economy, might with one year's labor, secure to himself and family a good homestead.

By an advertisement in another column it will be seen that Messrs. Elwell's wish to employ 1,000 men. They have let a contract of 46 miles on the Wabash Valley Railroad, extending from the Ohio and Indiana State line to the Forks of the Wabash, in Huntington Co. The whole of this work must be completed by May next, rendering a large force of hands necessary. They also offer to give sub-contracts on favorable terms, if application be made immediately.

"The Fourth" at Kendallville.

We have received a long and laborious account of the great doings had at Kendallville, Noble Co., on the fourth; but as the writer neglected to substantiate it by giving us his name, we must decline publishing it.

From the account, they seem to have had quite a good time. The day was ushered in by a general discharge of anvils, gun, fire crackers, and other evolutions. The marshal of the day, A. P. Earl, Esq., mounted on a beautiful charger, and, amid much cheering, formed the vast concourse into order of procession and marched them to a grove, where an oration was delivered by Mr. Alford, of Albion; after which the company paraded in front of the best houses ever got up in the Kendallville Hotel, washed down with lemonade and spruce beer—nothing stronger being used on the occasion.

Railroad Accidents.

An article in the N. Y. Daily Times gives a table showing the proportion of persons killed or injured on the English R.R. roads, as compared with those of New York.

In England one passenger is killed out of every 2,785,491; while in New York one is killed of every 285,179. Ten times as many therefore are killed, in proportion to the number traveling, in New York as in England. This vast disparity shows there must be something radically wrong in our railroad system, and is any thing but credit to us in a national point of view. It is tant to the system was abandoned, and more attention paid to the safety of life and limb of the thousands who now travel upon railroads in the United States.

FATHER GAVAZZI'S LECTURES AT NEW YORK.

also the life of Father Gavazzi. Dr. Wm. B. Davenport, Publishers, 160 Nassau street, New York. Price 25 cents.

Father Gavazzi's Lectures have created a great excitement wherever he has delivered them. In Montreal they tend to a riot attended by a fearful loss of life, and Gavazzi is looked upon by many as a martyr in the cause of religious freedom. The lectures will be eagerly read by thousands—though we must confess we have no taste for such matter. Those who wish to read it, will find this is a very neatly got up paper and type is excellent; and the price very low. It contains 200 pages—price only 25 cents; an elegant bound for 75 cents.

Hon. John Brown has been elected President

of the Anti-Slavery & Abolitionist Association.

The Musical Convention.

The Musical Convention, which Mr. Cotton, the Winchester Man, is getting up, has met with general favor throughout the State. Very few persons have expressed any way except the *Fort Wayne Sentinel*. That paper takes occasion to cast a slur upon Indianapolis. Whether it is prompted by malice or envy we know not; but all unprejudiced persons will acknowledge that there is no more in the *Sentinel* in this matter than in the *Indianapolis* project;—the slurs upon the contrary notwithstanding, generally as well as successfully managed and given satisfaction. It was not the fault of Indianapolis that those who attended the Musical Convention last February were dissatisfied. This is the proper place for these meetings—it is easier to reach here than anywhere else, and the accommodations are better than any other place can offer. No Hall in the State except Masonic Hall would have accommodated the vast crowd that attended the grand Concert of the United Bands on the 22d of February last.—State Journal.

If the last Musical Convention be a fair

sample, we cannot deny that "Indianapolis projects" are well and successfully managed and give satisfaction—especially to the managers. Whether the satisfaction extends to others—to those, for instance, who have to bear all the expense, and see the managers pocket the proceeds—may admit of some doubt. We should think it does not. If such things were done here we are confident it would not give satisfaction, but perhaps our brother of the State Journal has become so accustomed to seeing such things at Indianapolis that they do not strike him in the same light they do us. That city, on the strength of being the Capital of the state, is getting to be something of a place, and its citizens probably think that a feeling of state pride should induce the "outside barbarians" willingly to submit to any reasonable exaction that may be necessary to build up their capital or sustain its inhabitants in due splendor and luxury. It may be after all that Indianapolis is the proper place for these meetings.

The Superior Court of New York has affirmed the judgment of the Court below, in giving damages to N. P. Willis for the amount committed upon him by Force, the tragedian.

School Celebration.

By invitation, several of the friends of Education convened and called Rev. S. Brenton to preside, and H. P. Ayres to act as Secretary.

After a review of the present state of Education in our county, by the members of the meeting, it was resolved that some effort should be made to awaken an interest on the subject of our common schools.

The motion, Prof. Robinson, H. McCormick, A. M. Huland, and J. Mathison, were appointed a committee to report a form of exercises to take place on Saturday, July 20th.

The committee were authorized to invite the various schools of the city and county to participate in the exercises of the day.

A meeting will be held at Chas. L. Gill's Book Store to hear the report of the committee and make further arrangements respecting the matter. S. BRENTON, Chm.

H. P. AYRES, Sec'y.

Railroad Meeting at Mount Etna.

A large and respectable meeting of the citizens of Mount Etna and vicinity was held at Mount Etna, on Thursday the 19th inst., for the purpose of organizing into a body to promote the construction of the Crawfordville, Kokomo & Fort Wayne Railroad. Samuel Jennings was elected Chairman, and John Cowling Secretary.

A number of gentlemen present addressed the meeting, expressing themselves very favorable to the construction of said road, and pledging themselves to do all in their power and make all the effort necessary towards procuring stock for the same; after which the following resolutions were unanimously adopted:

Resolved, That the route of the Sabanum is one of the most fertile in Northern Indiana; and whereas, the Crawfordville, Kokomo & Fort Wayne Railroad Company has offered to give this portion of the county of Huntington the route for said road, on condition that we grade said road and lay down the first two miles;

Resolved, That we feel gratified to raise money for the benefit of the road on which they have offered us said road.

Resolved, That we will use all the means in our power to secure said road through our part of the county, both in stock and right of way.

Resolved, That we consider Mount Etna favorably situated for a point on said road, it being situated on the Sabanum, at one of the most favorable places to cross said river that can be found; and we will endeavor any hindrance in crossing to said river or in passing therefrom.

Resolved, That the route through Mount Etna presents many advantages to said road over any other route in contemplation. It is the shortest and most direct, and is easy grade, and so situated as to command all the extensive trade of the Sabanum Valley up to the Montpelier road, which cannot be the case if the road passes far south as Warren, 1-1/2 miles from half of said railway.

Resolved, That the route through Mount Etna is the shortest and most direct, and is easy grade, and so situated as to command all the extensive trade of the Sabanum Valley up to the Montpelier road, which cannot be the case if the road passes far south as Warren, 1-1/2 miles from half of said railway.

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